

**Executive Committee for Highway Safety
Intersection Working Group
Meeting Minutes
June 27, 2005 – Mtg. #1**

Location:

Transportation Management Center Conference Room, 1:00 p.m.

Committee Members in Attendance:

Kevin Lacy	Brian Mayhew	Brad Hibbs	Pate Butler
Buddy Murr	Cheryl Leonard	Sgt. Joe Clifton	Lt. Jeff Babb
Cathy Houser	Cliff Braam	Tony Wyatt	Terry Hopkins

Scribe:

Cliff Braam

Minutes:

- The meeting began at approximately 9:00 a.m.

Open Meeting

Kevin welcomed everyone and thanked them for their willingness to participate in the working group.

Introductions were made.

Task I – Overview of the Executive Committee for Highway Safety

Cliff gave an overview of the Executive Committee for Highway Safety (ECHS) and the supporting role and expectations of the Working Groups. The presentation can be found at: <http://www.doh.dot.state.nc.us/preconstruct/traffic/echs/DOCS/initial.pdf>

The ECHS has been active for 2 years and presently has six working groups established to explore particular issues from their working plan (which is a dynamic version of the AASHTO Strategic Highway Safety Plan). These working groups are 1) Lane Departure, 2) Keeping Drivers alert, 3) Unlicensed Drivers, 4) Speed, 5) Increasing Seat Belt Usage and 6) Intersections. There are also plans to add 3 more working groups focusing on Older Drivers, Motorcycle Safety and Public Information.

The ECHS has adopted the national goal of reducing highway fatalities to 1.0 fatalities per 100 million vehicle miles traveled by the year 2008. In order to achieve this goal, all working groups will have to do their part as N.C. is currently at 1.67. Working groups should be focused on sustainable long term safety as well as the short term countermeasures.

The role of the working group will be to investigate intersection related crashes (both signalized and unsignalized) and develop strategies to reduce these types of target crashes and make the recommendations back to the ECHS. The goal of the working group is simple; how to get there

is not. The group will need to look at everything they can, including strategies that may be controversial.

A handout was provided with some general intersection crash data on it. Presently, about one third of all fatalities occur at intersections. More detailed data can be extracted if the group needs it.

Task II – Selection of WG Chair and Co-Chair

Kevin appointed Terry Hopkins as the chair of the working group and Brian Mayhew volunteered to assume the role of the co-chair.

Task III – Overview of NCHRP 500 Guides

There are presently two NCHRP 500 guides dealing intersection crashes; one for signalized and one for unsignalized. These can be found at:

Signalized: http://www.trb.org/publications/nchrp/nchrp_rpt_500v12.pdf

Unsignalized: http://trb.org/publications/nchrp/nchrp_rpt_500v5.pdf

Kevin asked the group to browse through both of these guides.

It was also noted that these guides should not be considered the only resource available for possible strategies. Many ideas may be generated from outside of the contents of these.

Task IV – Open Discussion

Kevin asked the group for some things that we know are being done that are having a positive impact on intersection related crashes.

Kevin mentioned the revision of the median cross over guides where the goal is to reduce the number of openings in the medians. This guide was effective January 2004 and is available on line for those interested.

Cathy mentioned the directional crossovers that are being implemented in certain locations. These allow only for a left turn off of the main road onto the side street and only right turns off of the side street onto the main street. This configuration reduces conflicts at intersections from 32 to 8.

Cathy also mentioned that the current trend is to utilize more four lane divided sections while reducing the use of five lane sections.

Pate mentioned the Superstreet scenario and gave an example of the US 15/501 project. There is a demonstration of this on the DOT web site.

<http://www.ncdot.org/projects/Superstreet/optionc.html>

Kevin mentioned several task forces under the NCSITE looking at issues with intersections. The ones investigating Late Night Flash and Clearance Intervals at Signalized Intersections are wrapping up their investigations. There is another task force that will be starting up in the near future which will examine Left Turn Phasing at Signalized Intersections.

Brad mentioned that there is a need to coordinate efforts with the older driver group as they sometimes have trouble understanding issues such as signal displays and judging speeds of approaching vehicles.

He mentioned that the Federal Highway Administration (FHWA) has identified “opportunity” states and that N.C. is one of them. This is likely to mean more opportunity/resources once the highway bill has passed.

The FHWA has put on a intersection safety workshop and will be having one for signalized intersections beginning in August.

There is a Red Light Running Group comprised primarily of towns with red light photo cameras. We may want to consider sending a representative from this group to those meetings too.

Kevin noted that in N.C. a large number of our intersections were maintained by the State and are not necessarily within the boundaries of municipalities. Also, the enforcement element is critical as a means of targeting the human side of the issue and understanding.

Action Items:

Name	Item
Group	Read through NCHRP 500 Guides Volumes 5 and 12 (see links above). Be prepared to discuss at the next meeting: 1) If any of these are being done, 2) Which strategies need emphasizing. 3) Which ones work/don’t work. 4) What strategies are missing.
Group	Get your list of strategy ideas into Brian by August 1, he will group and send out to everyone prior to the next meeting.
Cliff	Send group link to the ECHS web page.
Cliff	Send group copies of sample strategies (may be used as templates for new strategies).
Cliff	Send out copy of the group member list with contact information.
Brian	Bring before/after collision diagram examples to the next meeting that illustrate the benefits of directional crossovers.
Tony	Draft strategy for advanced street name signs (similar to what is utilized in Cary and other cities).
Brad	Provide Terry/Brian with information from other states on their efforts with intersection countermeasures.
Strategy	Ways to keep people from running stop signs.

NEXT MEETING: TBD by Terry/Brian. Possibly early September.